National Transportation Safety Board
Washington, D.C. 20594

Report Date: June 11, 2008

Errata to Environmental Response Group Chairman's Factual Report

A. Accident Identification

Description:	Cosco Busan Allision with San Francisco-Oakland Bay Bridge
Commodity:	Intermediate Grade Fuel Oil (IFO-380)
Location:	San Francisco Bay
Date/Time:	November 7, 2007, 08:30 PST
NTSB No.:	DCA08MM004

B. Environmental Response Group Members

Crystal Thomas
Group Chairman
National Transportation Safety Board
490 L'Enfant Plaza, S.W.
Washington, D.C. 20594
thomasc@ntsb.gov
202.314.6199

Brendan Geraghty
Department of Fish and Game
Office of Spill Prevention & Response
1700 K Street, Suite 250
Sacramento, CA 95814
bgeraght@ospr.dfg.ca.gov
562.342.7215

Paul Stancil
Hazardous Materials Investigator
National Transportation Safety Board
490 L'Enfant Plaza, S.W.
Washington, D.C. 20594
paul.stancil@ntsb.gov
202.314.6605

Captain Rick Holly
Department of Fish and Game
Office of Spill Prevention & Response
425G Executive Court North
Fairfield, CA 94585
rholly@ospr.dfg.ca.gov
707.864.4902

LCDR Jeannot Smith
Commander (Prm)
CG Pacific Area
Coast Guard Island
Alameda, CA 94501.5100
Jeannot.A.Smith@USCG.mil
510.437.3074

Kim Estes
The Estes Group, LLC
4582 Newman Avenue
Cypress, CA 90630
kim@estesgroupllc.com
310.994.2510

C. Correction of Section J of the Environmental Response Group Chairman's Factual Report dated April 7, 2008

The following text corrects Section J of the Environmental Response Factual Report.

Section H of the *Cosco Busan's* California Nontank Vessel Contingency Plan contains Table H-2, a chart that summarizes on-water containment and recovery services for worst case spills occurring at various California coastal locations. The standards contained in the table are identified as being in accordance with the nontank vessel plan regulations found in Title 14 of the California Code of Regulations, Section 827.02(h)(2)(A)&(B), *Containment Booming and On-Water Recovery*. This table does not however accurately reflect the provisions of said regulations as far as "initial recovery capability" and "initial recovery response time" are concerned for any of the California coastal locations listed.

Notably the table indicates that an initial recovery capability of 2,500-barrels per day is required for a spill in the San Francisco Harbor within an initial recovery response time of two hours. However, the regulations specify that nontank vessels transiting the San Francisco Harbor shall have "the on-water recovery capability to address the nontank vessel's reasonable worst-case spill volume[1] at the scene of the spill within six hours." The provision for 2,500-barrels per day of on-water recovery capability on-scene within two hours of notification applies only to nontank vessels conducting bunkering operations within high volume ports, including the San Francisco Harbor.

Since the *Cosco Busan* was transiting the San Francisco Bay at the time of the accident, the applicable regulatory requirement was for on-water recovery capability to address a worst-case oil spill volume, which in the case of the Cosco Busan was 5,874-barrels, to arrive on-scene within six hours of notification of the accident. In this case, the contracted oil spill response organizations complied with both the transiting and the bunkering response capability standards; having 75,043-barrels per day skimming capacity on the scene within six hours and 8,588-barrels per day of skimming capacity on the scene within 80-minutes of the accident, respectively.

SEE ATTACHMENTS 26 & 27

Crystal G. Thomas
Environmental Response Group Chairman

[1] Reasonable Worst Case Spill is defined in the California Code of Regulations as a spill of the total volume of the largest fuel tank on the nontank vessel.